From: Sharpe Pritchard  
Sent: 23 May 2018 15:01  
To: The Clerk of the Committee  
Subject: HS2 Phase 2A: Staffordshire County Council and the A34

HS2 Phase 2A  
Staffordshire County Council (“the County Council”)

I refer to your email of 16 May.

The position is that the County Council have received an assurance from HS2 Ltd that permanent signalisation of the Yarnfield Lane/A34 junction will be promoted as an additional provision. It is the view of the County Council, as highway authority, that a permanent suitably designed signalised junction there will provide the overall safety improvement that is required to allow for future increase in HS2 construction traffic for the period when the slip roads from the Stone Railhead/IMB-R to the M6 are being constructed. In addition, the Committee may be interested to know that the Council has plans to install one vehicle activated sign (VAS) on the A34 northbound carriageway approaching Yarnfield Lane to address existing local safety concerns.

Prior to the County Council’s programmed appearance at the Select Committee, it raised with HS2 Ltd the need to consider traffic movements at the Trent Road/A34 junction when carrying out the detailed design of the A34/Yarnfield Lane junction. HS2 Ltd considered that it was unlikely that there would be a problem caused by traffic from their works but recognised that if they were wrong, it could be picked up later if required.

It goes without saying that the County Council takes road safety very seriously, and as with all new major highway infrastructure proposed by developers, HS2’s proposals for highway works will be subject to what are known as Stage 1, 2, 3 and 4 safety audits. Any matters of concern would need to be appropriately addressed by HS2 Ltd prior to gaining approval from the highway authority.

In addition, the County Council will be able to refuse to approve proposed arrangements for large goods vehicle routes where they consider that the arrangements ought to be modified to prevent or reduce prejudicial effects on road safety in the local area (Schedule 17 to the Bill, paragraph 6). If, despite the proposal for the signalisation above, the County Council had residual concerns about safety at this location due to the use of roads by large goods vehicles, then it could exercise those powers to refuse. In turn, this could lead to further discussions with HS2 Ltd about the Trent Road/A34 junction. Ultimately, for example, HS2 Ltd could exercise its powers to stop up that junction temporarily while the A34 was being used for HS2 traffic, or it could implement or agree to fund further traffic measures there. But, as I mentioned above, the position of the Council as things stand is that no further measures need to be built into the Bill.

If you require any further information the County Council would be happy to provide it.

Regards

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